



F O R M E B I K E S . C O . U K

E3BIKE

OWNERS MANUAL

F O R M E B I K E S . C O . U K

Forme Bikes

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DECLARATION OF CONFORMITY

We Moore Large & Co. Ltd Declare that the following bicycles:

FOR1713	FORME BUXTON 2 E-BIKE 18"	5013995435394
FOR1714	FORME BUXTON 1 E-BIKE BOSCH 19"	5013995435400
FOR1715	FORME BUXTON 1 E-BIKE BOSCH 21"	5013995435417
FOR1716	FORME BUXTON 1 FE E-BIKE BOSCH 17"	5013995435424
FOR1717	FORME BUXTON 1 FE E-BIKE BOSCH 19"	5013995435431
FOR1718	FORME BUXTON FOLDER E-BIKE 18"	5013995435448

CONFORM TO THE FOLLOWING GENERAL REGULATIONS AND DIRECTIVES:

General Product Safety Regulations 2005

Regulation 1907/2006 on the Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH)

Directive 2006/95/EC concerning Electrical Equipment designed for use within certain limits. (Low Voltage Directive)

Directive 2004/108/EC on Electromagnetic compatibility. (Electro Magnetic Compatibility)

Directive 2011/65/EC on the restriction of the use of certain hazardous substances in electrical and electronic equipment (RoHS)

Directive 2006/42/EC on machinery

To determine conformity, the following standards are applied:

EN 15194:2009+A1:2011	Cycles. Electrically power assisted cycles. EPAC Bicycles
ISO 4210-2:2014	Cycles – Safety requirements for bicycles
EN 60335-1:2012+A11:2014	Household and similar electrical appliances. Safety. General requirements
EN 14764:2005	City and trekking bicycles. Safety requirements and test methods
EN 61000-3-2:2014	Electromagnetic compatibility (EMC). Limits. Limits for harmonic current emissions
EN 61000-3-3:2008	Electromagnetic compatibility (EMC). Limits. Limitation of voltage changes, voltage fluctuations and flicker
EN 55014-1:2006+A2:2011	Electromagnetic compatibility. Requirements for household appliances, electric tools and similar apparatus. Emission
EN 55014-2:2015	Electromagnetic compatibility. Requirements for household appliances, electric tools and similar apparatus. Immunity.
EN 60335-2-29:2004+A2:2010	Household and similar electrical appliances. Safety. Particular requirements for battery chargers
EN 62321:2009	Electrotechnical products. Determination of levels of six regulated substances

ALL TECHNICAL FILES ARE HELD AT: Grampian Buildings
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Thank you for choosing a Forme e-bike.

Our electrically assisted pedal cycle will give you a great deal of pleasure and enjoyment when riding due to its dynamic driving properties.

This instruction manual contains a great deal of important and detailed information on the proper use of the drive system, its care and maintenance and also its technology.

Please take the time to read it through thoroughly.

Your Forme e-bike will be given to you already fully assembled and ready for use by your bicycle dealer. If that should not be the case, then please contact the place of purchase. A retailer's failure to properly check and set-up your bike will invalidate any manufacturer's warranty so it is important that you ensure this is rectified to your satisfaction immediately.

If you have any questions that are not covered in this manual, then please contact your bicycle dealer.

Please keep this manual in a safe place to answer any questions that might crop up later. Please also make this instruction manual available if you lend or pass on your e-bike to someone else.

IMPORTANT NOTICE

Read this manual before taking your first ride on your bicycle and keep it handy for future reference. It has been written to help maximise your safety, comfort and enjoyment whilst cycling. It is important that you understand your bicycle's operations, limits and features to ensure you enjoy a lifetime of safe cycling from the very first ride.

This Manual contains several "Warnings" and "Cautions" concerning the consequences of failure to maintain or inspect your bicycle and of failure to follow safe cycling practices. Many of these say you may lose control and fall. As any fall can result in serious injury or even death, we do not always repeat the Warning of possible injury or death.

Because it is impossible to anticipate every situation or condition which can occur while riding, this Manual makes no representation about the safe use of the bicycle under all conditions. There are risks associated with the use of any bicycle which cannot be predicted or avoided, and which are the sole responsibility of the rider. If you are unsure of any aspect of these Warnings, you should consult a qualified bicycle technician before using this cycle.

Warning: As with all mechanical components, the bicycle is subjected to wear and high stresses. Different materials and components can react to wear or stress fatigue in different ways. If the design life of a component has been exceeded, it can suddenly fail, possibly causing injuries to

the rider. Any form of crack, scratch or colour change in highly stressed areas indicate that the life of the component has been reached and it should be replaced.

We may refer you to separate suppliers' owner manuals and any other supplements for operation and maintenance of certain components. These manuals should be included with your bicycle. If by chance they are not, you can look these manuals up on the internet or, alternatively consult any authorised retailer. If you should encounter any issues with your bicycle that aren't covered in this manual, again, please contact your nearest authorised retailer. As your number one resource, your local independent bicycle shop can answer questions, perform required maintenance and recommend the best equipment & gear to complement your ride. A list of authorised dealers is available online at www.todayscyclist.co.uk/

We cannot teach you everything you need to know to properly inspect and service your bicycle; and that is why we repeatedly urge you to take your bicycle to your dealer for professional care and attention.

Warning: Frequent inspection of your bike is important to your safety. Follow the Mechanical Safety Check of this Manual before every ride. Periodic, more detailed inspection of your bicycle is important. How often this more detailed inspection is needed depends upon you.

INTENDED USE OF YOUR CYCLE



Warning: Understand your bike and its intended use. Choosing the wrong bicycle for your purpose can be hazardous. Using your bike the wrong way is dangerous.

No one type of bicycle is suited for all purposes. There are many types of bicycles and many variations within each type and nothing lasts forever, including your bike.

When the useful life of your bike or its components is over, continued use is hazardous.

Every bicycle and its component parts have a finite, limited useful life. The length of that life will vary with the construction and materials used in the frame and components; the maintenance and care the frame and components receive over their life; and the type and amount of use to which the frame and components are subjected. Use in competitive events, trick riding, ramp riding, jumping, aggressive riding, riding on severe terrain, riding in severe climates, riding with heavy loads, commercial activities and other types of non-standard use can dramatically shorten the life of the frame and components. Any one or a combination of these conditions may result in an unpredictable failure.

Like all cycles, this bicycle must conform to legislative requirements.

The legal requirements set out below are applicable to the bike:

- The motor may only be used to assist pedalling, i.e. it must only "help" when the cyclist applies effort to the pedals him or herself.
- The average motor power must not exceed 250 W.
- As speed increases motor power must drop progressively.
- The motor must cease to assist pedalling (stop) at 25 km/h (15.5mph)
- Only riders aged 14 or over may use a electric bicycle on a public road.

You should have your bicycle and its components checked periodically by your dealer for indicators of stress and/or potential failure, including cracks, deformation, corrosion, paint peeling, dents, and any other indicators of potential problems, inappropriate use or abuse. These are important safety checks and very important to help prevent accidents, bodily injury to the rider and shortened product life.

YOUR FORME E-BIKE IS INTENDED:

Forme e-bikes are designed for exclusive use on smooth paved roads, gravel or dirt roads that are in good condition, and bike paths only.

YOUR FORME E-BIKE IS NOT INTENDED:

For any kind of off-road, mountain bike, cyclocross, touring or any kind of jumping.

We cannot teach you everything you need to know to properly inspect and service your bicycle; and that is why we repeatedly urge you to take your bicycle to your dealer for professional care and attention.

Warning: Frequent inspection of your bike is important to your safety. Follow the Mechanical Safety Check of this Manual before every ride.

Periodic, more detailed inspection of your bicycle is important. How often this more detailed inspection is needed depends upon you. You, the rider/owner, have control and knowledge of how often you use your bike, how hard you use it and where you use it. Because your dealer cannot track your use, you must take responsibility for periodically bringing your bike to your dealer for inspection and service. Your dealer will help you decide what frequency of inspection and service is appropriate for how and where you use your bike.

Any impact can weaken your e-bike

If you have a major impact, inspect your bicycle thoroughly and repair any damage before you ride it again. A major impact is anything that causes you to fall from your bike. If you are not sure how to do a thorough inspection, take your bicycle to your dealer for service. A minor impact, where you hit an obstacle without falling from your bike, can still place high stresses on your bicycle. If, after a minor impact, your bicycle behaves in an unusual manner or you hear an unusual noise, immediately stop the bicycle and identify the problem. Always inspect the bicycle thoroughly and repair any problem before riding the bicycle again.

Warning: Do not ride a bicycle or component with any crack, bulge or dent, even a small one. Riding a cracked frame, fork or component could lead to complete failure, with risk of serious injury or death.

Personal Safety

For your own safety -and that of others- when riding on public highways it is your responsibility to familiarize yourself with and obey the rules and regulations relating to pedal cycles and cycling contained in the Highway Code. In addition, you should also ensure you familiarize yourself with any bye-laws that are applicable where you cycle. Watch for –and avoid- potholes, drain grates, kerb stones and other deviations that could impact on your wheels or cause them to lose

traction. When crossing railway lines or cattle grids, do so carefully and at a 45° angle. If you are not sure of riding surface conditions, walk your bike. Ensure you use your bell to alert others of your approach. If somebody should walk in front of you or unexpectedly opens the door of a parked car, you could be involved in a serious accident and should use your bell to alert others of your approach.

We strongly recommend that all riders wear a bicycle helmet whilst riding. Any bicycle helmet should be CE approved and tested to EN 1078. Look for these labels in the helmet. Most serious cycling injuries involve head injuries that may have been less severe had the rider worn a helmet. Wear light, bright and reflective clothing to make yourself more visible, especially at night. It is imperative that you follow the instructions contained in this manual to perform regular checks on your brakes, tyre pressure, steering and rims. No brakes, whatever their make or design will perform as effectively in wet weather as they do in the dry. Ensure you anticipate the extra distance it will take to stop in the wet. Wet weather also reduces traction so remember to take wider, slower turns in the wet and on painted surfaces. Try to avoid riding in wet weather when visibility is reduced.

Strong winds can make a bicycle turn or steer unexpectedly. Slow down or use another form of transportation in windy conditions. Whilst our adult bicycles are designed to be compatible with pannier racks and leading child seat brands, you should be mindful to cover any springs under your saddle before carrying a child in a rear carrier. Do this to prevent the child fingers getting caught and / or damaged by your saddle.

Like any activity, cycling involves risk of injury and damage. By choosing to ride a bicycle, you assume the responsibility for that risk, so you need to know -and to practice- responsible riding and of proper use and maintenance. Proper use and maintenance of your bicycle reduces risk of injury.

Special Warning on luggage racks

- Never exceed the maximum stated loading capacity of any rack.
- Do not attempt to use the rack as a passenger seat or a child carrier.
- Never attach a trailer to any rack.
- Before each ride, ensure the rack is properly attached to your frame and there are no loose straps on your load that may interfere with the rear wheel.
- A loaded rack can affect the stability and alter the riding characteristics of your bicycle, particularly the steering and braking.
- Always ensure any load does not obscure the rear reflector.
- Do not make any modifications to your rack. Structural alterations could jeopardize you or other highway users and participants.
- We particularly recommend you make the following checks before each ride:
 - Ensure neither the total load capacity of your bicycle nor the capacity of your rack has been exceeded.
 - Ensure all fasteners on your bike (screws, nuts, quick-release-skewers) are tightened to the correct torque value and locked.
 - Ensure any luggage is attached and securely fitted in accordance with the manufacturer's instructions.

- Make sure that the weight of any load is evenly distributed.

BEFORE YOUR FIRST RIDE

This information should be read by anyone before their first ride of this bicycle.

A number of steps need to be taken first before you can put your e-bike into use.

1. fully charge the battery
2. make sure that you are familiar with the controls and assistance functions of your e-bike.
3. familiarise yourself fully with the properties and special form of travel ahead of time and off public roads. Always bear in mind that the acceleration in particular and also the greater average speed will be unaccustomed for both you and other road users.

Also bear in mind that the weight of your e-bike may be greater than you have been used to with conventional bicycles; that the centre of gravity can be higher and that manoeuvring may be more difficult under certain circumstances.

We recommend that you recharge the battery after each longer ride so that you can always get to your destination with full drive assistance and to extend the life of the battery as long as possible.

Correct fit is an essential element of bicycling safety, performance and comfort. Making adjustments to your bicycle that ensure correct fit for your body and riding conditions requires experience, skill and special tools. Always have your dealer make the adjustments on your bicycle; or, if you have the experience, skill and tools, have your dealer check your work before riding.

Warning: If your bicycle does not fit properly, you may lose control and fall. If your new bike doesn't fit, ask your dealer to exchange it before you ride it.

If making any adjustment to your bicycle, avoid sharp points, moving parts, hot spots and pinch points. Some parts of your bicycle can injure you if mishandled. Sharp points include the teeth of the chainrings and some pedals. Brakes and their parts get hot. Moving parts can cut skin and even break bones. Clamps and pivoting parts such as brake levers can pinch, as can the chain where it runs on to sprocket teeth.

A. Standover height

To check if the frame size is safe, the rider should straddle the bicycle while wearing the kind of shoes which will be used for riding and stand straight with feet at on the ground.

The minimum distance between the rider's crotch and top tube should be 50-70mm (2-3") for city bicycles. The seat and handlebar can be adjusted to offer the best performance and most comfortable riding position.

However, this method of measuring the correct frame size does not apply to bicycles with step-through frames, or so called "ladies" frames. In case of these frames, correct frame size should be determined first on a traditional diamond frame (so called "men's" frame).

B. Saddle position

Correct saddle adjustment is an important factor in getting the most performance and comfort from your bicycle. If the saddle position is not comfortable for you, see your dealer.

The saddle can be adjusted in three directions:

1. Up and down adjustment.

To check for correct saddle height:

- sit on the saddle;
- place one heel on a pedal;
- rotate the crank until the pedal with your heel on it is in the down position and the crank arm is parallel to the seat tube.

If your leg is not completely straight, your saddle height needs to be adjusted.

If your hips must rock for the heel to reach the pedal, the saddle is too high. If your leg is bent at the knee with your heel on the pedal, the saddle is too low.

Ask your dealer to set the saddle for your optimal riding position and to show you how to make this adjustment.

If you choose to make your own saddle height adjustment:

- loosen the seat post clamp
- raise or lower the seat post in the seat tube
- make sure the saddle is straight fore and aft
- re-tighten the seat post clamp to the recommended torque

Once the saddle is at the correct height, make sure that the seat post does not project from the frame beyond its "Minimum Insertion" mark.

Warning: If your seat post is not inserted in the seat tube as described above, the seat post may break, which could cause you to lose control and fall.

2. Front and back adjustment.

The saddle can be adjusted forward or back to help you get the optimal position on the bike. Ask your dealer to set the saddle for your optimal riding position and to show you how to make this adjustment. If you choose to make your own front and back adjustment, make sure that the clamp mechanism is clamping on the straight part of the saddle rails and is not touching the curved part of the rails, and that you are using the recommended torque on the clamping fastener(s).

3. Saddle angle adjustment.

Most people prefer a horizontal saddle; but some riders like the saddle nose angled up or down just a little. Your dealer can adjust saddle angle or teach you how to do it. If you choose to make your own saddle angle adjustment and you have a single bolt saddle clamp on your seat post, it is critical that you loosen the clamp bolt sufficiently to allow any serrations on the mechanism to disengage before changing the saddle's angle, and then that the serrations fully re-engage before you tighten the clamp bolt to the recommended torque.

Warning: When making saddle angle adjustments with a single bolt saddle clamp, always check to make sure that the serrations on the mating surfaces of the clamp are not worn. Worn serrations on the clamp can allow the saddle to move, causing you to lose control and fall.

Always tighten fasteners to the correct torque. Bolts that are too tight can stretch and deform. Bolts that are too loose can move and fatigue. Either mistake can lead to a sudden failure of the bolt, causing you to lose control and fall.

Small changes in saddle position can have a substantial effect on performance and comfort. To find your best saddle position, make only one adjustment at a time.

C. Handlebar adjustment

You hold the handlebar to steer the bicycle and the stem connects the handlebar to the fork. The position of the handlebar is important for control and comfort. Each month check all the bolts of the stem.

Warning: Over-tightening of stem bolts can cause damage to the steerer of the fork, possibly causing it to break. If the steerer breaks, you could fall. To adjust the angle of the handlebar

1. Loosen the handlebar-clamp bolt(s) on the stem
2. Move the handlebar. Make sure it is in the centre of the stem.
3. Make sure the gaps between any face plate and stem are even on both sides.
4. Tighten the handlebar-clamp bolt(s) on your type of stem:

Warning: An incorrect headset and stem assembly can cause damage to the steerer of the fork, possibly causing it to break. If the steerer breaks, you could fall.

To adjust the height of an adjustable-rise stem, first change the stem angle (see the next section), which gives access to the expander bolt. The expander bolt holds the stem wedge, which secures the stem in the fork.

1. Loosen the expander bolt two to three turns.
2. Tap the top of the expander bolt with a mallet that has a wood or plastic face to loosen the wedge.
3. Adjust the handlebar to the necessary height, but the minimum-insertion mark must be in the frame.
4. Tighten the expander bolt.

Warning: A quill stem that is too high can cause damage to your bicycle, decrease your control, and cause you to fall. Make sure the minimum-insertion mark is in the frame.

To change the angle of an adjustable-rise stem

1. Loosen the angle adjustment bolt until the stem angle can be changed.
2. Move the stem to the necessary angle.
3. Tighten the angle-adjustment bolt

D. Know How Your Bicycle Operates

The properties of your bicycle, if not used correctly, can decrease your control of the bicycle. Before you ride, learn the operation and performance of all the mechanisms of your bicycle, especially brakes and steering components.

The braking action of a bicycle is a function of the friction between the braking surfaces.

To make sure that you have maximum friction available, keep your wheel rims and brake pads clean and free of dirt, lubricants, waxes or polishes.

Brakes are designed to control your speed, not just to stop the bike. Maximum braking force for each wheel occurs at the point just before the wheel “locks up” (stops rotating) and starts to skid. Once the tyre skids, you actually lose most of your stopping force and all directional control. You need to practice slowing and stopping smoothly without locking up a wheel.

When you apply one or both brakes, the bike begins to slow, but your body wants to continue at the speed at which it was going. This causes a transfer of weight to the front wheel (or, under heavy braking, around the front wheel hub, which could send you flying over the handlebars).

A wheel with more weight on it will accept greater brake pressure before lockup; a wheel with less weight will lock up with less brake pressure. So, as you apply brakes the bike, to transfer weight back on to the rear wheel; and at the same time, you need to both decrease rear braking and increase front braking force.

Two keys to effective speed control and safe stopping are controlling wheel lockup and weight transfer. Practice braking and weight transfer techniques where there is no traffic or any other hazard or distractions.

Everything changes when you ride on loose surfaces or in wet weather. It will take longer to stop on loose surfaces or in wet weather. Tyre adhesion is reduced, so the wheels have less cornering and braking traction and can lock up with less brake force.

Moisture or dirt on the brake pads reduces their ability to grip. The way to maintain control on loose or wet surfaces is to go more slowly.

Practice the use of your bicycle at slower speeds in a flat, empty area. Practice again after any change to your bicycle.

If your bicycle does not operate as necessary, or if different parts are necessary for the safe operation of your bicycle, consult your dealer.

Learn the Power of Your Brakes

The power of bicycle brakes changes with the Use Condition of the bicycle. If it is necessary for your bicycle to have more—or less—power to stop, consult your dealer about brake adjustments or other brake options for your bicycle.

Modern brakes are very powerful; they are made to stop a bicycle in wet or muddy conditions. If your brakes are too powerful, take your bicycle to your dealer for adjustment or replacement of the brake system.

Use your brakes carefully. Always ride with a safe distance between you and other vehicles or objects; use your brakes. Adjust distances and brake forces for the conditions in which you ride.

Bicycles are made so that the left brake-lever controls the rear-wheel brake and the right brake lever controls the front-wheel brake.

If your bicycle has two hand brakes, apply both brakes at the same time.

Warning: Brake force applied to the front-wheel suddenly or too fully could lift the rear wheel off the ground or cause the front wheel to slide out from below you. This could decrease your control and cause you to fall.

Apply both brakes at the same time and move rearward on your bicycle.

Change Gears Correctly

The left shift-lever controls the front derailleur and the right shift-lever controls the rear derailleur.

Use only one shift-lever at a time. Change gears only when the pedals and chain move forward.

Do not change gears when you ride over bumps; the chain could jam, miss a gear, or fall off. If the chain jams or falls off, it could cause you to lose control and fall.

When you change gears, decrease the force on the pedals. Lower tension helps the chain change gears quickly and smoothly. This can decrease chain and gear wear, and prevent bent chains, derailleurs, or chainrings.

Do not ride with the chain in the “crossover” position. If you shift the chain so that it crosses from the biggest sprocket to the biggest sprocket (or the smallest sprocket to the smallest sprocket), the chain is placed at an extreme angle. This angle causes the chain and gears to run roughly, and will also cause the components to wear at a faster rate.

With modern gear-change systems, a movement of the shift-lever from one position to the other position (or movement of the shift-lever to the “shift” position) will promptly move the chain to a different gear.

Bicycles that have Shimano STI road shiftlevers and three chainrings can change front gears better if you “hold” the lever for a moment before you release the left shift-lever.

This is most important when you change gears from the smallest chainring to the middle chainring.

BEFORE EACH RIDE:

Every time you ride your bicycle, its condition changes. The more you ride, the more frequently maintenance will be required. We recommend you spend a little time on regular maintenance tasks. The following schedules are a useful guide. If you require assistance, we recommend you see a bicycle specialist.

Warning: A bicycle that does not operate correctly can decrease your control and cause you to fall. Fully check your bicycle before each ride, and do not ride your bicycle until you correct any problem.

1 Nuts, bolts screws & other fasteners: Because manufacturers use a wide variety of fastener sizes and shapes made in a variety of materials, often differing by model and component, the correct tightening force or torque cannot be generalized. To make sure that the many fasteners on your bicycle are correctly tightened, refer to the Fastener

Torque Specifications of this manual or to the torque specifications in the instructions provided by the manufacturer of the component in question. Correctly tightening a fastener requires a calibrated torque wrench. A professional bicycle mechanic with a torque wrench should torque the fasteners on you bicycle.

WARNING: Correct tightening force on fasteners –nuts, bolts, screws– on your bicycle is important. Too little force and the fastener may not hold securely. Too much force and the fastener can strip threads, stretch, deform or break. Either way, incorrect tightening force can result in component failure, which can cause you to lose control and fall.

2 Check the Handlebar and Stem Make sure the stem is in alignment with the front wheel and correctly attached to the fork and handlebar. To check the attachment, try to turn the handlebar from side to side while you hold the front wheel between your knees. To check the connection of the handlebar, try to twist it in the stem. The handlebar should not move or be loose. Make sure that no cables are pulled or caught when you turn the handlebar.

Make sure grips are secure and that the handlebar ends are covered or that plugs are correctly put into the ends of the handlebar.

Warning: A handlebar end that is not plugged or covered can cut in a crash.

3 Check the Wheels

Check the tyre inflation. Inflate the tyres to the air pressure recommended on the sidewall of the tyre, but no higher than any recommendation that may be on the rim. Make sure tyres are correctly inflated. Check by putting one hand on the saddle, one on the intersection of the handlebars and stem, then bouncing your weight on the bike while looking at tyre deflection. Compare what you see with how it looks when you know the tyres are correctly inflated; and adjust if necessary.

Spin each wheel slowly and look for cuts in the tread and sidewall. Replace damaged tyres before riding the bike.

Make sure the front and rear wheels are correctly secured.

Spin each wheel and check for brake clearance and side-to-side wobble.

If a wheel wobbles side to side even slightly, or rubs against or hits the brake pads, take the bike to a qualified bike shop to have the wheel trued.

CAUTION: Wheels must be true for rim brakes to work effectively. Wheel truing is a skill which requires special tools and experience. Do not attempt to true a wheel unless you have the knowledge, experience and tools needed to do the job correctly. Make sure the rims are clean and undamaged at the tyre bead and, if you have rim brakes, along the braking surface. Check to make sure that any rim wear indicator marking is not visible at any point on the wheel rim.

Warning: Bicycle wheel rims are subject to wear. Ask your dealer about wheel rim wear. Some wheel rims have a rim wear indicator which becomes visible as the rim's braking surface wears. A visible rim wear indicator on the side of the wheel rim is an indication that the wheel rim has reached its maximum usable life. Riding a wheel that is at the end of its usable life can result in wheel failure, which can cause you to lose control and fall.

4 Check the Brakes

Warning: A brake system that has damage or is not adjusted correctly could decrease your control and cause you to fall. Make a full inspection of the brakes before each ride. If your brakes do not operate correctly, do not ride your bicycle. Adjust the brakes or take your bicycle to your dealer for service.

Pull the lever to make sure the brake moves freely and stops your bicycle. If the lever can be pulled to the handlebar, the brake is too loose.

The brake-pads should be in alignment with the rim surface.

When the brake is not applied, both brake-pads should be 1 to 2 mm from the rim. If the brake-pads are too near the rim, the brake is too tight.

5 Check the Saddle (seat) and Seatpost Make sure the saddle is correctly attached. Try to turn the saddle and seatpost in the frame, and try to move the front of the saddle up and down. The saddle should not move or be loose.

6 Check the Lights and Reflectors Make sure all reflectors are clean and in their correct position. Also make sure the reflectors are not covered or obstructed by anything on your bike.

Make sure the lights operate correctly and that batteries are charged. If the lights use a dynamo, make sure the dynamo is mounted correctly and cannot move.

7 Check the Frame and Fork Closely examine your frame and fork, especially near junctions of the tubing and clamping or attachment areas, for signs of fatigue stress:

- Dents
- Cracks
- Scratches
- Deformation
- Discoloration
- Unusual noises

8 Chain

The chain connects the chainring (and crankarms) to the rear wheel. On a bicycle that does not have a rear derailleur, correct chain tension is required to prevent the chain from falling off. To adjust the chain tension

1. Slightly loosen the rear wheel axle nut on one side of the wheel, then on the other side of the wheel. If you fully loosen the axle nut on one side before you loosen the other axle nut, you can cause the bearings to come out of adjustment.
2. Slide the wheel rearward to tighten the chain.
3. Complete the wheel installation before riding the bike.

MAINTENANCE

This maintenance schedule is based on normal use. If you ride your bicycle more than average; or in rain, snow; do maintenance on your bicycle more frequently than the schedule recommends. If a part malfunctions, check and service it immediately, or consult your dealer. If a part has wear or damage, replace it before you ride your bicycle again.

After initial use, new bicycles should be checked. As an example, cables stretch through use, and this can affect the operation of the shifting or brakes. Approximately two months after you purchase your new bicycle, have your dealer fully check your bicycle.

Even if you did not ride your bicycle much, have your dealer fully service your bicycle each year.

Suggested Tools List

Not all these tools are necessary for all bicycles.

- Torque wrench with Nm gradations
- 2, 4, 5, 6, 8 mm hexagonal wrenches
- 9, 10, 15 mm open-end wrenches
- 14, 15, and 19 mm socket
- T25 Torx wrench
- No. 1 cross-head screwdriver
- Bicycle inner tube patch-kit, tyre-pump with gauge, and tyre levers

Whilst undertaking any maintenance on your bicycle, it is important to avoid sharp points, moving parts, hot spots and pinch points. Some parts of your bicycle can injure you if mishandled. Sharp points include the teeth of the chainrings and some pedals. Brakes and their parts get hot. Moving parts can cut skin and even break bones. Clamps and pivoting parts such as brake levers can pinch, as can the chain where it runs on to sprocket teeth.

The checklist that follows shows critical areas for you to check. If a part of your bicycle does not function correctly, use the instructions in this manual to repair your bicycle, or take your bicycle to your dealer for service. Do not ride a bicycle with a part that is damaged; replace the part.

CARE AND MAINTENANCE OF THE ELECTRONIC SYSTEM

The motor, which is the heart of your e-bike system, is maintenance-free.

That means that you do not have to do any maintenance work.

In general, the other components of your system are also maintenance-free, apart from the fact that the battery must be charged up regularly.

However, you must keep your system clean and free of dirt and detritus.

If your Forme e-bike should ever require any maintenance, then have it done only by a professional e-bike dealer.

Always remove the battery before carrying out any care work on the system.

Never clean the battery with anything that is wet.

Take special care that the contacts do not get wet.

It is best to clean the battery and the remaining system parts with a slightly damp cloth.

Do not get any water on the contacts and plugs.

Never clean an e-bike using a high-pressure cleaner or a jet of water from a hose. Use a slightly damp cloth or sponge to clean the system, but never use anything that is actually wet.

Never press the buttons while cleaning the control element or doing care work on it.

Opening the motor or any parts of the motor makes the warranty null and void at once and means that you cannot make any claims under warranty.

Never remove the type label from the motor or battery. These are used to identify the motor and to display the statement of legal conformity in compliance

Deliberately removing either label leads to the warranty becoming null and void

BATTERY AND CHARGING

- Do not leave your battery on charge for long periods of time or leave it unattended whilst charging
- Remove the battery pack from the eBike before beginning **ANY** work (e.g. inspection, repair, assembly, maintenance, work on the chain, etc.) on the eBike, transporting it by car or plane, or storing it.
- Unintentional activation of the eBike system poses a risk of injury.
- Do not open the battery pack. Danger of short-circuiting. Opening the battery pack voids any and all warranty claims.
- Protect the battery against heat (e.g. prolonged sun exposure) and fire and from being submerged in water. Do not store or operate the battery near hot or flammable objects. There is a risk of explosion.
- Keep the battery pack away from paper clips, coins, keys, nails, screws or other small metal objects, that can make a connection from one terminal to another. Shorting the battery-pack terminals together may cause burns or a fire. For short-circuiting damage caused in this manner, any and all warranty claims shall be invalid.

- Do not place the charger or battery pack near to flammable materials. Charge battery packs only when dry and in a fireproof area. There is a risk of fire due to the heat generated during charging.
- Under abusive conditions, liquid may be ejected from the battery pack. Avoid contact. If contact accidentally occurs, flush with water. If liquid contacts eyes, additionally seek medical help. Liquid ejected from the battery pack may cause skin irritations or burns.
- Battery packs must not be subjected to mechanical impacts. There is a risk that the battery pack will be damaged causing vapours to escape. The vapours can irritate the respiratory system. Provide for fresh air and seek medical attention in case of complaints.
- The battery may give off fumes if it becomes damaged or is used incorrectly. Provide a fresh air supply and seek medical advice in the event of pain or discomfort. These fumes may irritate the respiratory tract.
- Charge the battery pack only with original charger. When using non-original chargers, the danger of fire cannot be excluded.
- Use only original battery packs approved for your eBike. Using other battery packs can lead to injuries and pose a fire hazard. When using other battery packs, Moore Large shall not assume any liability and warranty.
- Do not use the rack-type battery pack as a handle. Lifting the eBike up by the battery pack can cause damage to the battery pack.
- Keep the battery pack out of reach of children.

Notes for Optimum Handling of the Battery Pack

The battery-pack life can be prolonged when being properly maintained and especially when being operated and stored at the right temperatures.

With increasing age, however, the battery-pack capacity will diminish, even when properly maintained.

A significantly reduced operating period after charging indicates that the battery pack is worn out and must be replaced.

You can replace the battery pack yourself.

Recharging the Battery Pack prior to and during Storage

When not using the battery pack for a longer period, charge it to approx. 60 %

Check the charge condition each 6 months and recharge the battery pack again approx. 60 %.

Note: When the battery pack is stored discharged (empty) for longer periods, it can become damaged despite the low self-discharging feature and the battery-pack capacity may be strongly reduced.

It is not recommended to have the battery pack connected permanently to the charger.

Storage Conditions

Store the battery pack in a dry, well-ventilated location. Protect the battery pack against moisture and water. Under unfavourable weather conditions, it is recommended e.g. to remove the battery pack from the eBike and store it in an enclosed location until being used again.

The battery pack can be stored at temperatures between -10°C and $+60^{\circ}\text{C}$. For a long battery-pack life, however, storing the battery pack at a room temperature of approx. 20°C is of advantage.

Take care that the maximal storage temperature is not exceeded. As an example, do not leave the battery pack in a vehicle in summer and store it out of direct sunlight.

It is recommended to not store the battery pack on the bike.

Maintenance and Service

Keep the battery clean. Clean it carefully with a soft, damp cloth. The battery must not be submerged in water or cleaned using a jet of water.

When the battery pack is no longer operative, please refer to an authorised Forme e-bike dealer.

After-sales Service and Application Service

In case of questions concerning the battery packs, please refer to an authorised bicycle dealer.

Charge indicator

Bosch: When the battery pack is switched on, the five green LEDs of the charge-control indicator indicate the charge condition of the battery pack.

In this, each LED indicates approx. 20 % capacity. When the battery pack is completely charged, all five LEDs light up.

The charge level of the switched on battery pack is also shown on the display of the on-board computer. If the capacity of the battery pack is below 5 %, all LEDs of the charge-control indicator on the battery pack go out. However there is another display function of the on-board computer.

Phylion: Connect the charger output lead to the battery and then connect the charger input lead to your mains supply. The indicator light will shine red whilst the battery is charging and become green once the battery is fully charged.

Transport

❗ If you carry your eBike outside of your car, e.g. on a luggage rack, remove the eBike battery pack in order to avoid damaging it.

The battery packs are subject to the Dangerous Goods Legislation requirements. Private users can transport undamaged battery packs by road without further requirements.

When being transported by commercial users or third parties (e.g. air transport or forwarding agency), special requirements on packaging and labelling must be observed (e.g. ADR regulations). If necessary, an expert for hazardous materials can be consulted when preparing the item for shipping. Dispatch battery packs only when the housing is undamaged.

Tape or mask off open contacts and pack up the battery pack in such a manner that it cannot move around in the packaging. Inform your parcel service that the package contains dangerous goods. Please also observe the possibility of more detailed national regulations.

In case of questions concerning transport of the battery packs, please refer to an authorised Forme e-bike dealer. The dealer should also be able to provide suitable transport packaging.

Disposal

Battery packs, accessories and packaging should be sorted for environmental-friendly recycling. Do not dispose of the battery packs into household waste!

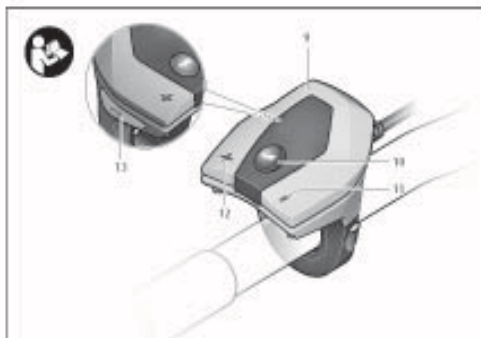
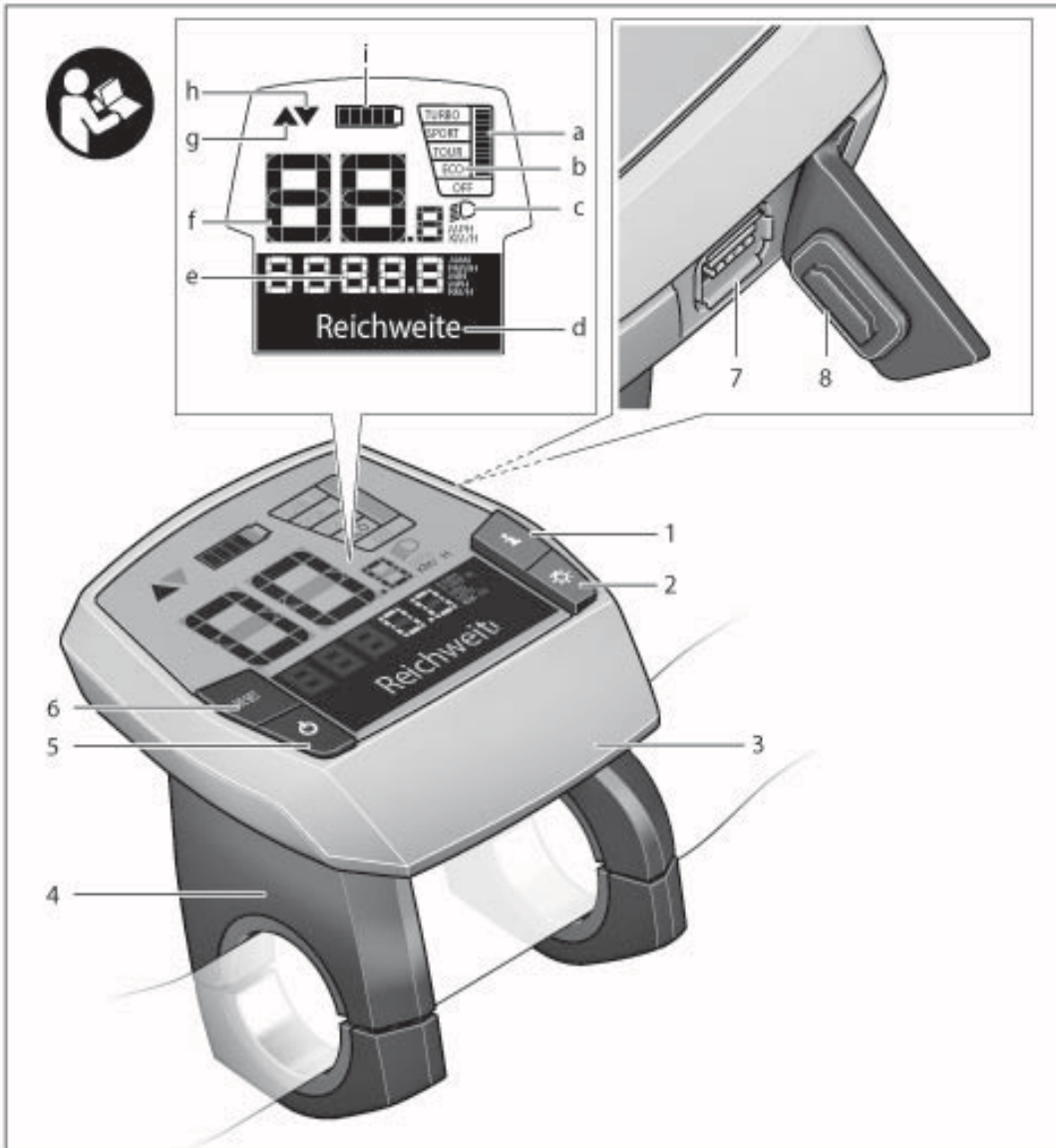
Tape or mask off the contact surfaces of the battery pack's terminals with adhesive tape before disposing of battery packs.

Electrical devices/tools that are no longer usable, and according to the European Guideline 2006/66/EC, defective or used battery packs/batteries, must be collected separately and disposed of in an environmentally correct manner.

Please return battery packs that are no longer usable to an authorised bicycle dealer.

Controller operation

Bosch



Safety Notes

Read all safety warnings and all instructions.

Failure to follow the warnings and instructions may result in electric shock, fire and/or serious injury.

Save all safety warnings and instructions for future reference.

The term "battery pack" used in these operating instructions, irrespective of model, refers both to standard battery packs (battery packs with holder on the bike frame) and to rack-type battery packs (battery packs with holder in the rear rack/ carrier).

Do not use the on-board computer as a handle. Lifting the eBike up by the on-board computer can cause irreparable damage to the on-board computer.

Make sure to not be distracted by the display of the on-board computer. If you do not focus exclusively on the traffic, you risk being involved in an accident. If you want to make entries in your on-board computer other than switching the assistance level, stop and enter the appropriate data.

Read and observe the safety warnings and instructions in all operating instructions of the eBike system and in the operating instructions of your eBike.

Product Description and Specifications

Intended Use

The Intuvia on-board computer is designed to control Bosch eBike systems and display riding data.

Product Features

The numbering of the components shown refers to the illustrations on the graphic pages at the beginning of the manual.

Individual illustrations in these operating instructions may differ slightly from the actual circumstances depending on the equipment of your eBike.

1 Display-function button "i"

2 Bike lights button

3 On-board computer

4 Holder for on-board computer

5 On/Off button for on-board computer

6 "RESET" button

7 USB port

8 Protective cap of USB port

9 Operating unit

10 Display-function button "i" on the operating unit

11 Decrease assistance level/scroll down button "–"

12 Increase assistance level/scroll up button "+"

13 Push-assistance button "WALK"

14 Lock latch for on-board computer

15 Locking screw for on-board computer

USB charging cable (Micro A – Micro B)*

* not illustrated; available as accessory

Display elements of on-board computer

a Drive unit assistance indicator

b Assistance-level indicator

c Light indicator

d Text indication

e Value indication

f Speed indication

g Shift recommendation: higher gear

h Shift recommendation: lower gear

i Battery charge-control indicator

Assembly

Inserting and removing the battery pack

For inserting and removing the eBike battery pack in/from the eBike, please read and observe the battery pack operating instructions.

Inserting and removing the on-board computer

To **insert** the on-board computer **3**, slide it from the front into the holder **4**.

To **remove** the on-board computer **3**, press the lock latch **14** and slide the on-board computer

Remove the on-board computer when you park the eBike.

It is possible to secure the on-board computer against removal in the holder. To do so, remove the holder **4** from the handlebar.

Put the on-board computer in the holder. Screw the locking screw **15** (thread M3, 8 mm long) from below into the thread provided in the holder. Mount the holder back onto the handlebar.

Operation

Initial Operation

Requirements

The eBike system can only be activated when the following requirements are met:

- A sufficiently charged battery pack is inserted
- The on-board computer is properly inserted in the holder (see “Inserting and removing the on-board computer”).
- The speed sensor is connected properly (see drive unit operating instructions).

Switching the eBike System On/Off

Options for **switching on** the eBike system:

- If the on-board computer is already switched on when you insert it into the holder, then the eBike system will be switched on automatically.
- When the on-board computer and the eBike battery pack are inserted, briefly press the On/Off button **5** of the onboard computer.
- When the on-board computer is inserted, press the On/Off button of the eBike battery pack (see battery pack operating instructions).

The drive is activated as soon as you step on the pedals (except for in the push assistance function or in assistance level **“OFF”**). The motor output depends on the settings of the assistance level on the on-board computer. As soon as the system is activated, **“Active Line/Performance Line”** will appear briefly on

toward the front out of the holder **4**.

As soon as you stop pedaling when in normal operation, or as soon as you have reached a speed of 25/45 km/h, the assistance from the eBike drive is switched off. The drive is automatically re-activated as soon you start pedaling again and the speed is below 25/45 km/h.

Options for **switching off** the eBike system:

- Press the On/Off button **5** of the on-board computer.
- Switch the eBike battery pack off by its On/Off button (see battery pack operating instructions).
- Remove the on-board computer out of its holder. If the eBike is not moved **and** no button is pressed on the onboard computer for 10 minutes, the eBike system will shut down automatically in order to save energy.

Displays and configurations of the on-board computer

Energy supply of the on-board computer

If the on-board computer is in the holder **4**, a sufficiently charged battery pack is inserted in the eBike and the eBike system is turned on, then the on-board computer is powered by the battery pack of the eBike.

If the on-board computer is removed from the holder **4**, the energy is supplied via an internal battery pack. If the internal battery pack is weak when the on-board computer is switched on, **“Attach to bike”** will appear in text indication **d** for 3 s.

The on-board computer will then turn off again. To charge the internal battery pack, put the on-board computer back in the holder **4** (when a battery pack is inserted in the eBike). Switch the eBike battery pack on by its On/Off button (see battery pack operating instructions).

You can also charge the on-board computer via the USB port.

Open the protective cap **8**. Connect the USB

the display.

USB cable to a standard USB charger or the USB port of a computer (5 V charging voltage, max. 500 mA charging current). **"USB connected"** will appear in text indication **d** of the on-board computer.

Switching on/shutting down the on-board computer

To **switch on** the on-board computer, briefly press the On/Off button **5**. The on-board computer can also be switched on when it is not inserted in the holder (if the internal battery pack is sufficiently charged).

To **switch off** the on-board computer, press the On/Off button **5**.

If the on-board computer is not inserted in the holder, it automatically switches off after 1 minute to save energy if no button is pressed.

☐ If you do not use your eBike for several weeks, remove the on-board computer from its holder.

Store the onboard computer in a dry environment at room temperature.

Regularly recharge the on-board computer's battery pack.

Battery Charge-control Indicator

The battery charge-control indicator **i** displays the charge level of the eBike battery pack, not that of the on-board computer's internal battery pack. The charge level of the eBike battery pack can also be checked on the LEDs of the battery pack itself.

On indicator **i**, each bar of the battery pack symbol is equivalent to a capacity of approx. 20 %

If the on-board computer is removed from the holder **4**, the last displayed battery charge level is saved.

If an eBike is operated with two battery packs, the battery charge-control indicator **i** displays the level of **both** battery packs.

Setting the Assistance Level

On the operating unit **9** you can set how much

port **7** of the onboard computer via a suitable assistance level can be changed at any time, even while cycling.

Note: For individual versions, it is possible that the assistance level is pre-set and cannot be changed. It is also possible that less assistance levels are available for selection than listed here.

The following assistance levels (max.) are available:

- **"OFF"**: The motor assistance is switched off, and the eBike can be moved as a normal bicycle only by pedalling. The push assistance cannot be activated in this assistance level.
- **"ECO"**: Effective assistance at maximum efficiency for maximum cruising range
- **"TOUR"**: Uniform assistance, for touring with long cruising range
- **"SPORT"**: Powerful assistance for sportive riding off road as well as for urban traffic
- **"TURBO"**: Maximum assistance, supporting highest cadence for sportive riding

To **increase** the assistance level, press the **"+" 12** button on the operating unit until the desired assistance level appears in the display **b**. To **decrease** the assistance level, press the button **"-" 11**.

The requested motor output is displayed in indicator **a**. The maximum motor output depends on the selected assistance level. When the on-board computer is removed from the holder **4**, the last indicated assistance level is stored; the motor-output indicator **a** remains empty.

Interaction of the eBike System with the Bicycle Gears

The bicycle gears should be used as with a normal bicycle, even with eBike motor assistance (please observe the operating instructions of your eBike).

Independent of the type of gearing, it is recommended to briefly interrupt the pedaling

the eBike drive assists you while pedalling. The gears easier and reduces the wear of the drive train. By selecting the right gear, you can increase the speed and range with the same pedaling effort.

For this reason, follow the shift recommendations provided by indications **g** and **h** on your display. If indication **g** is displayed, you should shift to a higher gear with lower cadence.

If indication **h** is displayed, you should select a lower gear with higher cadence.

Switching bike lights on/off

In the model in which the lighting is powered by the eBike system, the front and rear lights can be switched on and off at the same time via the on-board computer with button **2**.

When the lighting is switched on "**Lights on**" appears and when the lighting is switched off "**Lights off**" appears for approx. 1 s in text indication **d**. The lighting symbol **c** is displayed when the light is on.

Switching the bike light on and off has no effect on the back lighting of the display.

Switching the Push-assistance mode On/Off

The push-assistance feature makes it easier to push the eBike. The speed in this function depends on the set gear and cannot exceed 6 km/h (max.). The lower the set gear, the lower the speed in the push-assistance function (at full output).

☐ **The push-assistance function may only be used when pushing the eBike.** Danger of injury when the wheels of the eBike do not have ground contact while using the push-assistance function. To **activate** the push-assistance function, briefly press button "**WALK**" on your on-board computer. After activation, press button **+** within 3 s and keep it pressed. The eBike drive is switched on.

Note: The push assistance cannot be activated in the "**OFF**" assistance level.

while changing gears. This makes changing one of the following occurs:

- you release button **+** **12**,
- the wheels of the eBike are blocked (e.g. by actuating the brakes or impacting against an obstacle),
- the speed exceeds 6 km/h.

Note: On some systems the push-assistance function can be started directly by pressing the "**WALK**" button.

Displays and configurations of the on-board computer

Speed and Distance Indication

The **speed indication f** always displays the current speed.

The following functions are available in the **function indication** (combination of text indication **d** and value indication **e**):

- "**Clock**": Current time
- "**Max. speed**": Maximum speed achieved since the last reset
- "**Avg. speed**": Average speed achieved since the last reset
- "**Trip time**": Trip time since the last reset
- "**Range**": Estimated range of the available battery-pack charge (for constant conditions such as assistance level, route profile, etc.)
- "**Odometer**": Display of the total distance travelled with the eBike (cannot be reset)
- "**NuVinci Cadence/Gear**": This menu item is displayed only in conjunction with a Nu Vinci HJSync automatic transmission.

If you press the **"i"** button for longer than 1 s, you will access the NuVinci menu item from any menu item in the information menu.

To switch from the "**NuVinci Cadence**" mode to the "**NuVinci Gear**" mode, press the **"i"** button for 1 s.

To switch from the "**NuVinci Gear**" mode to the "**NuVinci Cadence**" mode, all you have to do is briefly press the **"i"** button.

The push assistance is **switched off** as soon as – **“Trip distance”**: Distance covered since the last reset

To **switch between display functions**, press button **“i” 1** on the on-board computer or button **“i” 10** on the operating unit repeatedly until the required function is displayed.

To **reset “Trip distance”, “Trip time” and “Avg. speed”**, switch to any of the three functions and then press and hold the **“RESET” button 6** until the indication is set to zero. This also resets the values of the other two functions.

To **reset the “Max. speed”**, switch to this function and then press and hold the **“RESET” button 6** until the indication is set to zero.

To **reset “Range”**, switch to this function and then press the **“RESET” 6** button until the display is reset to the value of the factory setting.

If the on-board computer is removed from the holder **4**, all values of the features are saved and can still be displayed.

Displaying/Adapting Basic Settings

The basic settings can be displayed and changed regardless of whether the on-board computer is inserted in the holder **4** or not. Some settings are visible and changeable only when the operating computer is inserted. Some menu items may be missing depending on the equipment of your eBike.

To access the basic settings menu, press and hold the **“RESET” button 6** and the **“i” button 1** until **“Configuration”** is displayed in text indication **d**.

To **switch between the basic settings**, press button **“i” 1** on the on-board computer repeatedly until the required basic setting is displayed. If the on-board computer is inserted in the holder **4**, you can also press button **“i” 10** on the operating unit.

To **change the basic settings**, press the On/Off button **5** next to indication **“–”** to reduce or

The default setting is **“NuVinci Cadence”**.

indication **“+”** to increase or scroll up.

If the on-board computer is inserted in the holder **4**, it is also possible to change using buttons **“–” 11** and **“+” 12** on the operating unit.

To exit the function and save a changed setting, press the **“RESET” button 6** for 3 s.

The following basic settings are available:

- **“– Clock +”**: The current time can be set here. Pressing and holding the setting buttons fast-forwards the setting speed.

- **“– Wheel circum. +”**: You can change this value pre-set by the manufacturer by } 5 %. This menu item is displayed only when the on-board computer is in the holder.

- **“– English +”**: You can change the language of the text indications. You can choose between German, English, French, Spanish, Italian, Portuguese, Swedish, Dutch and Danish.

- **“– Unit km/mi +”**: The speed and distance can be displayed either in kilometres or miles.

- **“– Time format +”**: The time can be displayed either in the 12 hour or 24 hour format.

- **“– Shift recom. on/off +”**: You can switch the indication of a shift recommendation on and off.

- **“Power-on hours”**: Indicates the total travel duration with the eBike (not changeable).

- **“Gear calibration” (only NuVinci H|Sync)**: Here you can calibrate the continuously variable transmission. Confirm the calibration by pressing the **“Bike lights”** button. Then follow the instructions.

In the event of an error, it can also be necessary to perform calibration when riding. In this case, you also confirm the calibration by pressing the **“Bike lights”** button and then follow the instructions on the display.

This menu item is displayed only when the on-board computer is in the holder.

scroll down, or the lighting button **2** next to of the display.

– **"DU vx.x.x.x"**: This is the software version of the drive unit. This menu item is displayed only when the on-board computer is in the holder.

– **"DU # xxxxxxxx"**: This is the serial number of the drive unit. This menu item is displayed only when the on-board computer is in the holder.

– **" Service MM/YYYY"**: This menu item is displayed when the bike manufacturer has set a fixed service appointment.

– **" Serv. xx km/mi"**: This menu item is displayed when the bike manufacturer has set a fixed service appointment after a certain mileage has been reached.

– **"Bat. vx.x.x.x"**: This is the software version of the battery pack. This menu item is displayed only when the on-board computer is in the holder.

Error Code Indication

The components of the eBike system are continuously and automatically monitored. When an error is detected, the respective error code is indicated in text indication **d**.

Press any button on the on-board computer **3** or on the operating unit **9** to return to the standard indication.

Depending on the type of error, the drive unit is automatically shut off, if required. Continued travel without assistance from the drive unit is possible at any time. However, have the eBike checked before attempting new trips.

☐ **Have all repairs performed only by an authorised bike dealer.**

Power Supply of External Devices via USB Connection

With the USB connection, it is possible to operate and charge most devices whose power supply is possible via USB (e.g., various mobile phones). Prerequisite for charging is that the on-board computer and a sufficiently charged battery pack are inserted in the eBike.

– **"Displ. vx.x.x.x"**: This is the software version the on-board computer. Connect the USB connection of the external device to the USB port **7** on the on-board computer using the USB charging cable Micro A – Micro B (available from your Bosch eBike dealer).

Once the consumer has been disconnected, the USB connection must be sealed again carefully with the protective cap **8**.

☐ **A USB connection is not a waterproof plug-in connection.**

When riding in the rain, an external device must not be connected and the USB connection must be completely sealed with the protective cap 8.

Maintenance and Service

Maintenance and Cleaning

Do not immerse any components, including the drive unit, in water or clean them with pressurised water.

Clean your on-board computer using a soft cloth dampened only with water. Do not use any detergents.

Have your eBike system checked by an expert at least once a year (including mechanical parts, up-to-dateness of system software).

The bicycle manufacturer or dealer may also base the service date on the distance travelled and/or a period of time. In this case, the on-board computer will show you every time it is switched on that the service date is due in the text indication **d** by displaying **" Service"** for 4 s.

For service or repairs on the eBike, please refer to an authorised bicycle dealer.

After-sales Service and Application Service

In case of questions concerning the eBike system and its components, please refer to an authorised Bosch eBike dealer.

For contact data of authorised Bosch eBike dealers, please refer to **www.bosch-ebike.com**

Open the protective cap **8** of the USB port on

Bafang system

Here is a description of the handlebar control unit. It will allow you to choose between the following available use options:

Power Switch buttons

Switch on

Push the buttons and the LEDs light.

Switch off

Push the buttons and the LEDs will go out.

Battery charge indicator

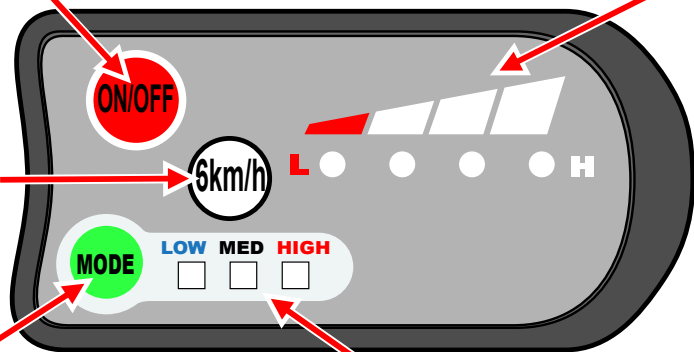
4 LEDs lit indicates full charge

2 LEDs lit indicates half charge

1 LED lit indicates low charge. Likely to shutdown imminently.

Walk assist mode

Press and hold to start the walk assist and the motor will move the bicycle at 6km/h. move the bicycle or vehicle at 6km/h.on the display,. Do not use this function when riding.



Pedal assistance

Push the button to toggle between the levels of pedal assistance provided by the motor

Assistance display

Indicates the level of pedal assistance provided by the motor

1. The ON/OFF button will control the power supply of the controller for your e-bike .When the status is ON, the display will supply the current of 0-300mA for the controller. When the status is OFF, the total current will be less than 1uA.

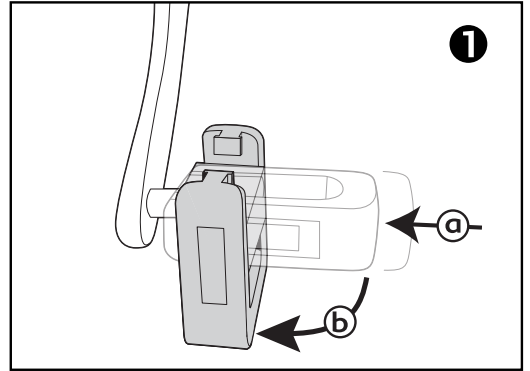
2. The button of MODE will switchover the maximum PWM value of the output of the controller to change the speed.

When you press MODE, you can select the PAS levels, the default setting is 2-3-1-2-3-1.

BUXTON FOLDER FOLDING INSTRUCTIONS

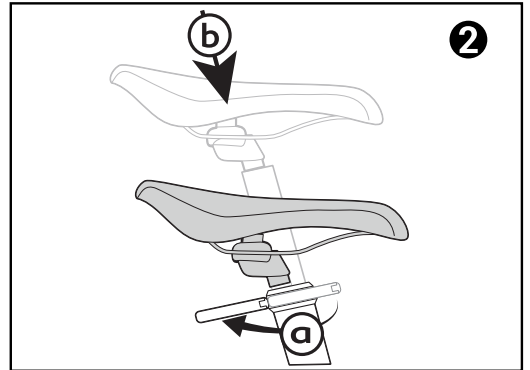
1. Fold the pedals.

Release the locking mechanisms by pushing the platform of each pedal in towards the crank then turn it down so that it is vertical.



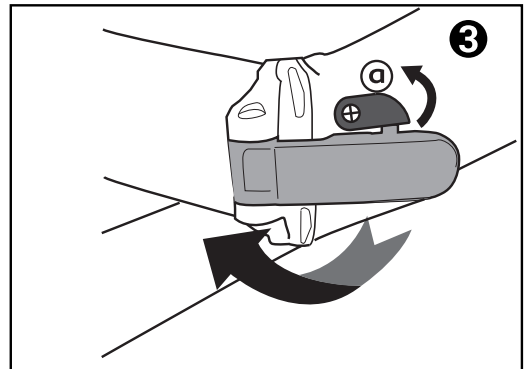
2. Lower the saddle

- a) Release the quick release seat clamp by pulling the lever open.
- b) Push the saddle down



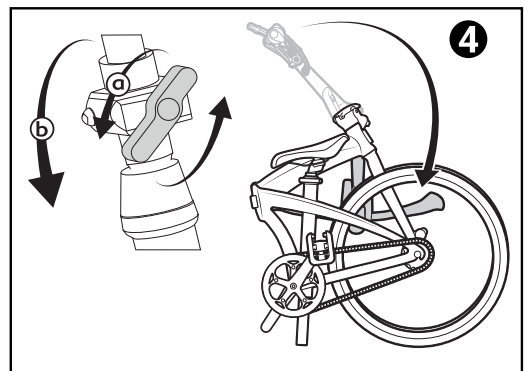
3. Fold the kickstand.

Release the spring lock and push the hinged kickstand backwards and upwards as far as it will go.



4. Fold the frame.

Release the spring lock (a) and pull the lever out and away from the frame. Now fold the frame in half until the frame magnet located on the front fork connects to the plate on the kickstand at the rear.



5. Fold the handlebar stem.

Release the locking mechanism by rotating the lever anti-clockwise. Allow the stem to fold down in a controlled manner over the top tube of the frame.

WARNING

Proper adjustment and securing of all locking mechanisms is critical to rider safety. If adjusted too tightly or too loosely, injury to the rider or permanent damage to the hinges may result. Make sure you check all latches and quick releases before every ride.

LIMITED WARRANTY POLICY

Moore Large & Co LTD (the Distributor) warrants all "Forme Buxton e-bikes" to the original retail purchaser to be free from defects in materials and workmanship for the periods and conditions set out below:

FRAME	Two year (24 months)
BATTERY PACK¹	Lithium Ion Two year (24 months) from purchase date by original owner. Warranty is void in the event proper care instructions as per the owner's manual are not followed.
MOTOR	Two years (24 months) from purchase date by original owner.
OTHER COMPONENTS	One year (12 months) from purchase date by original owner – excludes wear and tear on the following components: tyres, tubes ² , brake pads, cables, chain, freewheel, grips and saddle fabrics.

¹The battery warranty does not include damage from power surges, use of improper charger, improper maintenance, improper storage or other such misuse, or normal wear and tear. Warranties are limited to repair and/or replacement of bicycles and/or parts judged by Moore Large & Co LTD at its sole discretion to be defective.

²Tyres and inner tubes (tubes) are warranted to be free from manufacturing and material defects for 30 days. The tyre and inner tube warranty does not include damage from normal road hazards, flat tyres, tyre cuts and the like, skid wear or blowouts from over-inflation or other such misuse, or normal wear and tear. Warranties are limited to repair and/or replacement of bicycles and/or parts judged by Moore Large at its sole discretion to be defective.

Moore Large & Co LTD Limited Warranty does not cover or apply to the following: Normal wear and tear; any damage, failure and/or loss caused by accident, shipping, misuse, neglect, abuse and/or failure to follow instructions or warnings as stated in the applicable owner's manual or other printed materials provided with the product; damage, failure and/or loss caused by the use of the product for stunt riding, ramp jumping, competition, off-road use, acrobatics, trick riding or other similar activities, or use in any other manner for which such products were not specifically designed.

This warranty does not apply to any products or components, mechanical and/or electrical, which have in any way been altered from their original configuration by any person.

Moore Large & Co LTD will not be liable and/or responsible for any damage, failure or loss caused by any unauthorized service or use of unauthorized parts.

Distributor Limited Warranty does not cover or apply to any E- bike used for rental or commercial purposes unless the specific product is designated, labelled or marketed by Moore Large & Co LTD as acceptable for rental or commercial use. All warranty claims must be made directly to the selling retailer. Moore Large & Co. LTD may choose to perform warranty service at the sole discretion of Moore Large & Co. LTD. The original owner of the product must provide proof of purchase prior to approval of any warranty claim. Under no circumstances does this limited warranty include any costs associated with shipment and/or transportation to or from the retailer or Distributor.

Moore Large & Co LTD, at its sole on, has the op of replacing with a new part, or factory re- certified part, or repairing defective product and/or component thereof, or to pay the owner of such a product an amount equal to the original purchase price of such product. This warranty supersedes all previous warranties. The warranties stated herein are in lieu of and expressly exclude all other warranties not set forth herein, whether expressed or implied.

The liability of Moore Large & Co. LTD hereunder is expressly limited to the replacement of goods complying with this warranty or at the sole discretion of Moore Large & Co. LTD to the repayment of an amount equivalent to the purchase price of the product in question.

